

# Independent Observer summary report on MV *Anna Marra*

## Cattle exported to Indonesia in November 2018

---

Report 42, August 2019

### Voyage summary

Three consignments for three exporters consisting of 17,450 cattle were loaded onto the MV *Anna Marra* in Townsville on 24 and 25 November 2018. The vessel departed on 26 November 2018. Cattle were discharged at Panjang, Indonesia between 4 and 6 December 2018. The remainder of the cattle were unloaded at the port of Jakarta, Indonesia on 7, 8 and 9 December 2018 making this a 16 day voyage.

An Independent Observer (observer) boarded the vessel in Townsville and remained on board until completion of discharge.

The mortality rate for cattle was 0.08% (fourteen mortalities).

The mortality rate does not exceed the reportable mortality rate as stated in the *Australian Standards for the Export of Livestock (Version 2.3) 2011* ([ASEL](#)). The causes of the mortalities were not considered to be linked to any systemic failure by the exporter.

The following comments represent a summary of key observations from the observer that accompanied the voyage. The summary has been approved by the observer who accompanied the voyage.

### Implementation of procedures to ensure health and welfare of livestock

#### Exporter documentation

The exporter arrangement documentation was available to address procedures relating to provision of livestock services from loading through to discharge and contingencies.

#### Loading

The observer monitored the loading process at the ramp. The cattle were generally loaded in accordance with the load plan with even the higher pen densities observed to comply with the load plan. Most pens seemed to provide ample free space for movements, rest and trough access.

#### Personnel

The Master was newly assigned to the vessel but was skilled and took time to visit decks and understand issues raised in the daily meeting. The Chief Officer, Second Officer and Bosun were responsive to any issues raised. Maintenance staff ensured operation of the vessel was without incident.

An Australian Government Accredited Veterinarian (AAV) was present on the voyage and had been on the vessel during two recent long haul voyages.

In addition to the AAV, the crew included four LiveCorp Accredited Stockpersons (stockpersons). Three of the stockpersons had extensive experience accompanying stock on livestock voyages and the fourth stockman had a smaller number of livestock voyages. The stockpersons liaised effectively with the ships officers. All stockman worked hard and applied themselves to daily routines. The stockpersons effectively communicated with the feeding crew and provided support where required. The AAV, stockpersons and all the feeding crew demonstrated commitment and energy to the required husbandry tasks. Thirty eight crew members were dedicated to providing feeding, water, trough cleaning and maintenance services to the livestock.

### **Daily routine**

The stockpersons inspected and treated the cattle in the morning and afternoon rounds.

A meeting was held at 10.00am every day and was chaired by the AAV. All sections of the ships management contributed to the operational issues and updates.

There were four night watch crew on four hour shifts throughout the night who reported hourly to the bridge. The observer observed the night watch crew and noted that they were attentive to their duties that included managing feed and water trough issues.

### **Feed and water**

Feeding was a manual task. Crew filled bins from centralised hoppers and carried them along alleyways and filled troughs. The majority of cattle gained weight during the voyage.

Water was supplied by troughs with float valves. Preventative maintenance and repairs was supplied by a dedicated water technician. Water was produced by reverse osmosis and was plentiful in supply.

Due to the high workload of wash down of pens on day ten, a smaller number of crew were allocated to feeding and water trough cleaning duties.

### **Ventilation**

Six large ventilators supplied air to all ten decks. Auxiliary fans and ducting had been installed on decks to improve air flow further. Stuffy air pockets were detected at stationary times during discharge.

Temperature readings were taken on each deck at least twice daily. The maximum recorded temperature and relative humidity was included in the daily reports. Wet bulb temperatures were generally in the range of 29 – 31 degrees Celsius with relative humidity of 86 – 90%. Increased temperature was recorded when stationary and humidity increased during wash down.

The observer noted a less ventilated area on Deck D. The recorded pen temperatures on this deck were not excessive. The tropical cattle appeared unaffected by the hot and humid conditions.

## **Pen conditions**

Pen conditions were generally good. Eight of the ten decks were washed on day ten just prior to entering the port of Panjang. The two decks that were not washed were unloaded in Panjang.

## **Health and welfare**

The cause of mortalities were varied but included trauma, downers, intestinal anomalies, pneumonia and peritonitis.

Stockpersons separated sick cattle if the animal could be moved. Otherwise the number of the animals in the pen was decreased. The cause of the majority of unwell cattle was either lameness or ill thrift.

The Bos indicus cattle appeared unaffected by the hot and humid conditions. The majority of the cattle gained weight on the voyage but a relatively small number of poorer cattle were evident. The cause of some of the cattle performing less favourably was not clear.

The crew were generally effective in identifying the poorer performing animals and giving supporting treatments. However, at the end of the voyage, one animal showing signs of ill thrift that had not been previously detected was euthanased because it was injured during the discharge process.

Adequate medications were available for the voyage.

## **Discharge**

After unloading, the cattle were loaded onto trucks that were smaller than the vehicles used to transport cattle in Australia. As the capacity of the trucks was less, the discharge process had reduced flow movement of animals. During discharge, some cattle were noted to be agitated due to the flow of cattle being frequently interrupted by gates. In addition, the small trucks at the Indonesian ports caused an overall slower discharge process. Otherwise, discharge was observed to operate smoothly.

## **Conclusion**

The observer noted that the AAV was fully committed to livestock health and welfare for this voyage. The AAV and the stockpersons demonstrated commitment and energy. Feeding, water trough and deck cleaning were performed punctually as were veterinary interventions.

The voyage seem well managed and animal welfare was prioritised. Livestock management and husbandry were of high standard. Most animals gained weight but a relatively small number of poorer cattle were evident.

The exporter arrangements were observed to be implemented during the voyage and to be compliant with ASEL requirements.

## Representative photographs of the voyage

**Day 4 Cattle in pen—no issues identified**



**Day 5 Cattle in pen—no issues identified**



**Day 6 Cattle in pens—no issues identified**



**Day 7 Cattle in pen—no issues identified**



**Day 12 Cattle in pen—no issues identified**



**Day 14 Cattle in pen—no issues identified**

